

INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 19 Jan 1949

SUBJECT Polish Railway System

-NO. OF PAGES 6

PLACE 25X1A
ACQUIRED [REDACTED]

NO CHANGE in Class.

DECLASSIFIED

CHANGED TO: TS S

USA Memo. 4 Apr 77

DDA. 229. 77/1763

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO

~~SUPPLEMENT TO~~
~~REPORT NO.~~

25X1X

Date:

By:

REPORT NO.

1. The Organizational Structure of the Polish Railway System
 - a. The Polish railroad system has, since the early summer of 1945, been under the jurisdiction of the Ministry of Communications (Ministerstwo Komunikacji), headed by Roman Rabanowski, a Polish engineer expert. Rabanowski is officially a member of the Democratic Party (Stronnictwo Demokratyczne) but is actually a tool of the PPR and of the Soviet General Rumiancev within the Democratic Party.
 - b. The Ministry of Communications has control over the following:
 - a. Railways
 - b. Inland navigation
 - c. Motor traffic
 - d. Civil air traffic
 - c. The railway traffic system is organized to form six large districts as follows:
 - 1.) 1st District, the Southeast (I-szy Okreg, Poludniowy Wschod), consisting of the voivodeships of Krakow, Rzeszow with Przemysl, Lublin, and part of the voivodeship of Warsaw. The district office is in Krakow.
 - 2.) 2nd District, the Southwest (II-gi Okreg, Poludniowy Zachod), consisting of the voivodeship of Silesia and Lodz and part of Warsaw voivodeship. The district office is in Lodz.
 - 3.) 3rd District, the West (III-ci Okreg), consisting of the voivodeships of Poznan and Szczecin and parts of Bydgoszcz, Gdansk, and Warsaw voivodeships. The district office is in Poznan.
 - 4.) 4th District, the Northwest (IV-ty Okreg, Polnocny Zachod), consisting of parts of the voivodeships of Gdansk, Bydgoszcz, Olsztyn, and Warsaw. The district office is in Gdansk.

WARNING NOTICE: THIS DISCUSSION LISTING MUST BE

Approved For Release 2001/03/17 : CIA-RDP82-00457R002200480004-5

~~EXCISED BEFORE PUBLIC RELEASE OF THIS DOCUMENT.~~

[illegible]

SECRET

CENTRAL INTELLIGENCE AGENCY

- 2 -

- 5.) 5th District, the Northeast (V-ty Okreg, Polnocny Wschod), consisting of Bialystok voivodeship and part of Olsztyn and Warsaw voivodeships. The district office is at Olsztyn.
 - 6.) 6th District, Warsaw (VI-ty Okreg, Warszawa), consisting of a small part of Warsaw voivodeship immediately surrounding the city of Warsaw and extending west to Bednary-Skierniewice, north to Nasielsk, east to Minsk ~~Madowicki~~, and south to Warka-Nowe Miasto. The district office is in Warsaw.
- d. The first five districts are arranged radially, each adjoining the 6th District of Warsaw. The 1st, 2nd, and 3rd Districts are divided into sub-sections as follows:
- 1.) 1st District - offices at Krakow (Dyrekcja Krakowska) and Lublin (Dyrekcja Lubelska).
 - 2.) 2nd District - offices at Lodz (Dyrekcja Lodzka), Katowice (Dyrekcja Katowicka) and Wroclaw (Dyrekcja Wroclawska).
 - 3.) 3rd District - offices at Poznan (Dyrekcja Poznanska) and Szczecin (Dyrekcja Szczecinska).
- e. The name "Okreg" (district) is new in the organization of the Polish traffic system and indicates the present military character of the Railway Offices.
- f. The district chiefs are Soviet officers exclusively, mostly in Soviet uniforms. Approximately 30 to 40 persons are employed in the district offices. Most of them are officers, and some are Poles who have returned from Russia.
- g. From the point of view of an expert, the organization and efficiency of the present railway system are much the same as before the war.
- h. In each railway office there is a Military Transport Section (Wydzial Transportow Wojskowych), which receives its orders from the District. These sections are controlled by the Army, and section chiefs up to the present time have been Soviet officers in Polish uniforms. Trustworthy Polish Communists are in Russian training for this service and should take over the management of the Military Transport Sections before the end of the year. The rest of the staff are Polish military personnel, with the exception of a few Russians and Russian Jews.

ILLEGIB

a. Ground Equipment (Tracks, Buildings, etc.)

- 1) There have been no broad-gauge (Russian) tracks in Poland since 28 November 1947. On that date the last broad-gauge track, the "South Magistral" line between Krakow and Lvov, was changed over to standard gauge and was turned over to public service.
- 2) The Polish railroads were badly damaged during the war, and in some regions (the environs of Warsaw, Poznan, Gdansk, Bydgoszcz, and Kbslin) more than 90 percent of the railroads were destroyed. The damage in Silesia amounted to only 18 to 20 percent. The Russians destroyed much that was left after the war. Rails and equipment were transported to Russia, buildings and storehouses were burned, and bridges were demolished.

SECRET

SECRET

25X1A


CENTRAL INTELLIGENCE AGENCY

- 3 -

- 3) The greatest damage done by the Russians was in the following areas:
- a) East Prussia - 3,000 kilometers of rails destroyed, as well as bridges and buildings.
 - b) Gdansk and Gdynia areas, Pomorze and the coastal area - 90 km of rails destroyed.
 - c) Northeast Line (Berlin-Küstrin-Kreuz-Schneidemühl) - Two of the three tracks between Küstrin and Schneidemühl were removed and sent to Russia. The buildings were burned and some bridges destroyed. The remaining track is used by the Soviet Army and for the transportation of freight.
 - d) Bialystok voivodeship - 200 km of rails are not in serviceable condition.
 - e) South Poland, near Slovakia - The narrow-gauge tracks have been removed.
 - f) Silesia - Only 180 km of track were destroyed.
- 4) The damage attributable to the Russians was done in 1945-46. Since that time 80 to 85 percent of the tracks have been rebuilt, 65 to 70 percent of the buildings restored, and 55 percent of the storehouses repaired.

b. The Vistula and Oder Bridges

- 1) The Vistula is the largest river in Poland and at the present time is a great hindrance to traffic because of the destruction of many of the bridges over it. From Krakow to the mouth of the river there were 17 bridges, including 11 railway bridges, before the war. Locations and present condition are as follows:
- a) Krakow - Two railroad bridges and one bridge for other traffic which existed before the war are still in use.
 - b) Sandomierz - One railway bridge, little damaged and already repaired.
 - c) Deblin - One railway bridge, slight damage already repaired.
 - d) Warsaw - Four bridges, including two railway bridges. All were completely destroyed. In 1947 two were rebuilt, one (the Poniatowski bridge) for "carriages" and foot traffic, the other for rail traffic. Two bridges are to be built by the summer of 1949. One of these will be for trains, the other for other traffic.
 - e) Plock - There was one bridge for motor vehicles and foot traffic. This was a wooden bridge on iron and concrete piles. It was badly damaged and is not yet rebuilt despite a statement of the government to the contrary.
 - f) Wloclawek - One bridge for vehicles and pedestrians, badly damaged and not yet repaired.
 - g) Torun - One two-track railway bridge. One track was repaired last year. One bridge for other traffic has not been repaired because of lack of material.

SECRET

SECRET

CENTRAL INTELLIGENCE AGENCY

25X1A
[REDACTED]

- 4 -

- h) Fordon - The one bridge, which was used for all traffic, including trains, was badly damaged but has been nearly 100 percent repaired.
 - i) Grudziadz - There was one bridge for all traffic. Its present condition is not known.
 - j) Tczew (Dirschau) - The one bridge which was for all traffic is in use, but has not been repaired to its pre-war condition.
- 2) Several ferries crossing the Vistula accommodate all types of transport. There is a railroad ferry near Kwidzyn (Marienwerder), south-east of Gdansk.
 - 3) Plans have been completed for the construction of a motor vehicle and pedestrian bridge to be constructed near Chelm and Swiecie, north of Torun.
 - 4) Little accurate information is available concerning bridges crossing the Oder, Poland's second largest river. The bridges in Poland are known to be ~~in good~~ though not completely repaired. Where the Oder, in its widest part, forms the Polish-German frontier, the bridges have not been restored to their pre-war condition.
 - 5) The large bridges at Frankfurt a/Oder and Kustrin have been rebuilt by the Russians with German help and are now open for railway transport. The Polish government is erecting a bridge over the Oder, south of Szczecin near Podjuchy. This bridge, which is for all types of traffic, was scheduled for completion this year.
 - 6) Bridges on the San and Bug rivers, which form part of the Polish-Russian frontier, as well as on the Narew, Warta, and Barycz rivers, have been destroyed and are not more than 50 percent repaired. The reconstruction of these bridges is included in the next Six-Year Plan.

c. Rolling Stock

- 1) Some of the Polish factories which engaged before the war in the manufacture of rolling stock were undamaged and have increased their capacity since the war. The large wagon and locomotive factory at Wroclaw-Grabowek (previously German owned) was neither destroyed or looted. This plant, with an efficient staff of experts, was able in 1947 to deliver 10,000 coal cars, with coal, to Russia as war compensation. Polish needs are, however, not satisfied. Large stocks which were captured at the Wroclaw-Grabowek plant have been confiscated by the Russians but have not been removed from Poland.
- 2) It was planned to sell abroad captured German locomotives of the T-44 type. In an effort to obtain dollars, these new locomotives were to be sold for \$4 per kilo. This plan was not successful, and the locomotives have been sent to satellite countries, including Yugoslavia and Rumania, in exchange for other goods. In the summer of 1948 Poland attempted to sell locomotives and various types of cars to Argentina and still hopes to do so.
- 3) Shipyard No. 2 at Gdansk and the shipyard at Elbing are delivering new locomotives and cars of various types and are also making repairs.
- 4) The locomotive factories H. Cegielski of Poznan and Zieleniewski of Krakow were nationalized in 1948. More than 7,500 workmen are employed in these two factories.

SECRET

CENTRAL INTELLIGENCE AGENCY

- 5 -

3. Traffica. Passenger Traffic

- 1) Poland now has five frontier passage points as follows:
 - a) North - Odra-Port (Starkenhorst) opposite Swinemünde, situated on Wollin Island. This is the arrival point of the ferry "Drottning Victoria".
 - b) East - Brzesc (Brest) on the Bug river. This is a station on the Berlin-Poznan-Warsaw-Brzesc railroad. The last Polish station is Terespol, situated on the west bank of the Bug river.
 - c) South - Zebrzydowice, on the Warsaw-Czestochowa-Katowice-Zebrzydowice railway.
 - d) South - Miedzylesie, on the Odra-Port-Szczecin-Poznan-Wroclaw railroad. This line is for ~~passengers~~ passengers in transit to Czechoslovakia. Passengers bound for Hungary, Yugoslavia, Rumania, and Italy must take the route through Zebrzydowice.
 - e) West - Frankfurt a/Oder on the Berlin-Poznan-Warsaw railroad.
- 2) A ~~sixth~~ passage point is located at Forst, Germany, on the Neisse river. This station is on the Wroclaw-Zagen-Forst line and is used only by Russians and Germans. There is one train daily in each direction, 733 from Zagen and 734 from Forst.
- 3) Each day one train travels from Berlin to Russia via Poland and from Russia to Berlin. This train is for military personnel only. The train from Russia is numbered 1301 and leaves Warsaw at approximately 1600 hours. The train from Berlin is number 1302 and arrives in Poznan from Berlin at 1500 hours. German soldiers and officers travel in these trains, as well as some civilian Communists in transit to Russia.
- 4) Twice a week a Soviet military train travels from Legnica to Russia and back via Wroclaw-Poznan-Autno-Warsaw-Brzesc. All Soviet military personnel stationed in Poland must proceed to Legnica in order to take this train for travel to Russia. Soldiers from Russia destined for Poland arrive at this station. The numbers of these trains are not known.

b. Freight and Military Transport

- 1) The railway line known as the South Magistral (Silesia-Krakow-Lwow line) has one track of broad (Russian) gauge and one track of normal gauge from the Russian station of Medyka (east of Przemysl) to Lwow. East of Lwow both tracks are of normal (sic) gauge. This line is used exclusively by the Russians to transport goods from Silesia and Czechoslovakia. Approximately 44 to 52 trains travel east on this line every day. They consist of 42 to 56 cars each, and two locomotives are often used. Each car has a capacity of from 20 to 30 tons. An average of 32 to 40 trains enter Poland from Russia every day. They are frequently empty and are then made up of as many as 70 cars.
- 2) During the summer the Russians sent large quantities of war material to Poland, Czechoslovakia, and Germany. There were few troop transports.
- 3) There is no frontier traffic in the area south of Przemysl or between Przemysl and Brzesc nad Bugiem. The Russians have closed the frontier with barbed-wire entanglements and high tension wires and have set up a careful guard, using observation towers and dog patrols.

SECRET

CENTRAL INTELLIGENCE AGENCY

25X1A


- 6 -

- 4) The railroad from Berlin to Brzesc, via Poznan, Kutno, and Warsaw, is normal gauge track to Brzesc on the east bank of the Bug. Railroads going east out of Brzesc are broad gauge, and all the necessary shifting and changing of cars is done at this station. Russian military transports use this line from Brzesc to Lukow, Poland. From Lukow such transports are directed south to Lublin or Deblin and north to Siedlce-Malkinia. There is less traffic from Warsaw to the west.
- 5) The Wilno-Grodno-Bialystok railroad is used for most troop transports from Russia to or through Poland. War material is also transported over this line. It is also used to send Polish goods, mostly coal, to the Baltic States, and factory products and installations from Germany to Russia. This railroad has two tracks of normal gauge to Grodno, which is the station for shifting to broad gauge tracks. As many as 42 trains travel this line every day in both directions. Each train consists of from 38 to 45 cars. None of the trains carries passengers.
- 6) The Siedlce-Hajnowka-Wolkowysk line previously had two tracks, but one was removed by the Russians. It is normal-gauge track as far as Wolkowysk on the Soviet side, which is the station for shifting. The number of trains on this line could not be ascertained, but is used for the transport of troops and war material, as well as for other goods.
- 7) The East Prussian railroad from Goldap on the Polish side to Eickuhnen on the Soviet side has been destroyed.
- 8) The Insterburg railway from Russia through Gerdauen to Olsztyn, Poland, consists of two normal-gauge tracks from Poland to Gerdauen, where it shifts to broad gauge. This line is used for all types of military transport and for goods in transit from Germany to Russia. During the past summer it was frequently used for troop transports, including the German "Paulus Army".
- 9) The railroad from Elbing (Polish East Prussia) consists of two normal-gauge tracks from Braniewo to Königsberg, where it changes to broad gauge. This line, which runs through Tczew (Dirschau), Gdansk, Gdynia, Slupsk, Stolp), Koszalin (Köslin) or through Tczew and Pila into Germany, is one of the lines most used for Military and goods transport between Germany and Russia. There is a two-track railroad. During the past summer, it carried each day more than 40 trains of 36 to 42 cars each, in both directions.

SECRET